

THE NARONIC LOST.  
NO DOUBT THAT SHE IS AT THE BOTTOM  
OF THE ATLANTIC.

TWO OF HER LIFEBOATS SEEN FLOATING ON  
THE BANKS OF NEWFOUNDLAND—A  
CHANCE THAT THEIR OCCUPANTS  
MAY BE ALIVE.

Bremen, March 20.—After long-continued anxiety regarding the fate of the White Star line steamer Naronic, which sailed from Liverpool on February 11 for New-York, and which had not since been heard of, intelligence has been received here showing beyond any doubt that the vessel is lost.

The British steamer Coventry, Captain Wilson, from Fernandina, Florida, February 10, arrived at this port today. She reports that at 2 o'clock on the morning of March 4, when in latitude 42 north, longitude 46 west, she passed a lifeboat painted white, bearing the name Naronic. The boat was floating keel upward.

At 2 o'clock in the afternoon of the same day another lifeboat from the Naronic was passed. This boat gave evidence of having encountered heavy weather. The mast and oars of the lifeboat had been lashed together and attached to the painter and then thrown overboard as a sea anchor to bring the boat's head up to the wind and sea.

Judging from appearances, neither of the boats had been long drifting.

The position of the drifting boats was about 300 miles east of Cape Sable, on the Banks of Newfoundland. There is a chance that the occupants of the boats were picked up by a passing vessel.

Captain Wilson states that he was not able plainly to decipher the name on the first lifeboat passed by the steamer, though there is no doubt in his mind that it was Naronic. The boat being capsized rendered the reading of the name almost impossible, as the reversed letters could only be seen when the ends of the boat were thrown clear of the sea.

The Coventry sailed from Fernandina on February 10, calling at Brunswick, Georgia, and Norfolk, Virginia, which latter port she left on February 21, just about the time the Naronic was reported to have been lost. Captain Wilson, therefore, was not aware that any accident had befallen the White Star steamer, or that she had not arrived in New-York.

When the Coventry came up with the second lifeboat, the name painted on it was plainly discernible. This boat was half filled with water. Its appearance led Captain Wilson to believe that its occupants had been taken on board some vessel, after which the boat was cast adrift.

Liverpool, March 20.—Officials of the White Star Line here have received the full report of the steamer Coventry, which arrived at Bremen today. They state that their advices show that the last lifeboat of the Naronic passed by the Coventry was recently occupied by a portion of the Naronic's crew, and they express the hope that the occupants had been picked up by a passing vessel.

They also express the hope that the occupants of the other boats had been rescued. It is hoped that the mystery of the fate of the steamer will soon be cleared up by the landing at some port of members of her crew.

A vessel which passed Dredge today detailed the fact that she had on board eleven shipwrecked people, and the White Star officials say there is a strong probability that they are part of the crew of the Naronic. The arrival of this vessel is eagerly awaited, as showing that the shipwrecked people are from the Naronic, all conjecture as to the cause that led to the foundering of the steamer will be removed.

LITTLE HOPE EXPRESSED HERE.  
THE FLOATING LIFEBOATS ACCEPTED AS EVIDENCE THAT SHE HAS SUNK.

In shipping circles in this city there is little doubt that the Naronic has come to the bottom. The news of the discovery of two lifeboats of the steamer south-east of Sable Island by the Coventry was announced at the Maritime Exchange at 9:20 a. m. yesterday.

H. Matfield Kersey, the agent in this city for the White Star Line, was about the only man who did not interpret the finding of the boats as a sure sign that the Naronic had been wrecked. The other officials of the White Star Line have abandoned all hope.

Mr. Kersey said yesterday that the boats might have been knocked from the decks by the heavy seas. But the fact that the occupants of the boats were seen, and that the shipwrecked people on the Naronic were effectively shown that Mr. Kersey's theory has little foundation.

The crew of the Naronic would have deserted the big freighter until her condition was desperate. The boats must have been launched in a tremendous sea, as the presence of a sea anchor indicates. The boat with a sea anchor was capsized, and both boats had evidently been in the water for several days.

The officials of the White Star Line are confident that the vessel could have been rescued. The big freighter, which was seen, was injured by such a collision, but her hull would have prevented her sinking, and her engines could be in a measure repaired.

When the Trave was in collision with the Fred B. Taylor she cut through the smaller vessel and arrived in port at her usual time. It is generally believed that the Naronic came into collision with a sailing vessel, or that some injury to her machinery took place.

Late in February the pilot-boat American reported sighting a number of brown paper packages and some packing cases. A theory was advanced that these packages might have been from the cargo of the ill-fated Naronic. It is the opinion of a number of experienced seamen that the Naronic met her fate not far from the Banks of Newfoundland, and not east of longitude 30 or 40. The boats were carried south and east by the current and the winds.

SHIFTING THE SARNIA'S SHAFTS.  
THE WORK OCCUPIED A WEEK AND WAS SUCCESSFULLY PERFORMED BY HER ENGINEERS.

Halifax, N. S., March 20.—The Sarnia came up from Quaitux at 9 o'clock this morning and docked at the deep water terminus. Captain Couch furnished the following particulars of the accident to his ship: "The steamer left Liverpool on March 2, called at Mobile for mail and passengers, and left there on the 3d.

Nothing of any account occurred, and fine weather was experienced up to the morning of Saturday, the 11th. The ship was then in latitude 43.34 north, longitude 55 west, or 476 miles from Halifax. At 9:30 o'clock the engines were slowed for hot bearings. At 11 o'clock the chief engineer reported that the brasses in the after crank were cutting away.

The engines were at once stopped and the cap taken off the bearing, when it was seen that the shaft had a combination of fractures, and it was turned around. It was decided to disconnect the engines and put the forward crank at its place of the broken shaft. We signalled that we had a broken shaft, but would be repaired in a few days. There was a moderate southeast wind, and the ship was drifting to north-west, making about three-quarters of a mile an hour. On Sunday, the 13th, the crew were all set to work to assist the engineers in raising the shaft to its original position.

The work was finished and the engineers began the shifting of the shaft. The work was finished and the engineers began the shifting of the shaft. The work was finished and the engineers began the shifting of the shaft.

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PLEADING FOR BERAL AND GORON.  
COUNSEL SEEK TO JUSTIFY THE PAYMENTS MADE TO THEM BY BARON REINACH.

Paris, March 20.—The arguments of counsel in the Panama trial continued today. M. Roussel delivered an eloquent plea in behalf of M. Beral, senator from the Department of Lot, who is accused of having received a bribe of 40,000 francs from Baron Reinach to vote for the Panama Lottery Bonds bill.

M. Roussel maintained that the money had been paid to M. Beral for services as an engineer in various railway and mining enterprises, and for technical advice in connection with such enterprises.

The counsel for M. Goron, Deputy for Ardennes from 1885 to 1889, charged with receiving a bribe of 20,000 francs from Baron Reinach to vote for the Panama Lottery bill, argued that Goron had received the money as the price of a bribe for a mining company, which he had transferred to Reinach, and that the payment had no connection with Goron's duties as a Deputy.

The trial was then adjourned.

FACING A CRISIS IN SPAIN.  
EXCITEMENT OVER THE REPORTED LANDING OF FRENCH TROOPS IN SAN DOMINGO.

Madrid, March 20.—The Cabinet met in extraordinary session today in consequence of a report that French troops had landed in San Domingo, capital of the Dominican Republic, and that the French Government was preparing to intervene in the civil war in that country.

The report was based on a dispatch from a Spanish political agent, stating that Spanish troops had been ordered to land in San Domingo, and that the French Government was preparing to intervene in the civil war in that country.

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BLOUNT SAILS FOR HAWAII.  
HE LEAVES SAN FRANCISCO ON THE RUSH.

San Francisco, March 20 (Special).—Ex-Congressman Blount, the Hawaiian commissioner, carried out his programme today. He arrived here on the overland train, refused to go to the hotel, and was transferred directly to the revenue cutter Rush, which in two hours was steaming through the Golden Gate, headed for Hawaii.

Colonel Blount was reluctant to most of the newspaper men who crowded on the train to see him, but to a reporter who had known him in Washington he talked freely, and told many things which have not been printed. He said that his appointment came through Congressman McCreary's efforts. He and Mr. McCreary were on the House Foreign Affairs Committee when the Hawaiian question came up.

Mr. McCreary was anxious to get Mr. Cleveland's views, and suggested that Colonel Blount make a visit to the President-elect and ascertain whether or not he wanted the treaty passed. Colonel Blount confided this mission to Mr. Carlisle, and the reply was that Mr. Cleveland's advice was to go slow. Colonel Blount's name was mentioned by Messrs. Carlisle and McCreary, and that was the way President Cleveland came to appoint him after Blount had left Washington for home.

In regard to his mission, Colonel Blount said: "My instructions are very indefinite. The gist of them is that I am to get the sentiment of both white and native on the islands, and also to form an opinion of the advantages of annexation. The sentiment of foreigners I can get at Honolulu, but native opinion must be obtained from the other islands as well as from Oahu, on which Honolulu is situated. I shall spare no pains to give all sides a hearing, and with a good interpreter I have no fear that the natives will not get a fair chance of making their views known. My impression, after a conference with President Cleveland, is that he simply wants to get the whole truth, and to leave nothing behind which may cause future trouble should the islands be annexed. His idea I shall carry out to the best of my ability. It may take two months to do this, or longer, but I don't anticipate any great trouble or any delay that will require me to remain away six months. The Hawaiians are said to object to the American style of hurry, so it is impossible to say whether they can be rushed in a matter like this."

Colonel Blount has the services of a secretary, Ellis Mills, who is an experienced man from the State Department. The party, which includes Mrs. Blount, will be comfortable on the Rush, as the cutter has been furnished up, and the captain has given the travellers his cabin.

KAILUAH WRITES ANOTHER LETTER.  
SHE THANKS THE PEOPLE FOR THEIR KINDNESS—T. H. DAVIES HAS A WORD TO SAY.

Princess Victoria Kaiulani has addressed another letter to the American people. This time she has no plea to make. The letter contains expressions of gratitude for the way in which she has been treated since she has been in this country. T. H. Davies, the guardian of the Princess, has also addressed a few remarks to the letter of his wife, in which he endeavors to explain "what he is here for." Here is the Princess's letter:

"Before I have this I want to thank all those whose kindness has made my visit such a happy one. Not only the hundreds of hands I have shaken, but the kind words, the letters, the telegrams, the words of sympathy that have been sent to me from so many homes, have made me feel that whatever happens to me I shall never be a stranger to you again. It was not the American people I spoke of, and they have been so kind to me. I have seen, but this letter is not for them. I have been treated since I have been in this country. T. H. Davies, the guardian of the Princess, has also addressed a few remarks to the letter of his wife, in which he endeavors to explain "what he is here for." Here is the Princess's letter:

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DELIVER INSURANCE, TRUST AND SAFE DEPOSIT COMPANY.  
MR. GAZZAM SAYS: "THE ALLEGATIONS THAT THERE WAS A LOSS OF \$300,000 IN THE SHIPWRECK OF THE NARONIC WERE TRUE, BUT THE ENTIRE LOSS WILL BE TRIFLING COMPARED TO THE ALLEGATION OF \$300,000. I AM NOT INDEBTED DIRECTLY OR INDIRECTLY TO THE ESTATE OF JOHN G. READING, BUT ON THE CONTRARY THE ESTATE IS INDEBTED TO ME TO THE EXTENT OF \$25,000, BEING ONE-HALF OF THE LEGACY LEFT TO ME."

Mr. Gazzam said: "The allegations that there was a loss of \$300,000 in the shipwreck of the Naronic were true, but the entire loss will be trifling compared to the allegation of \$300,000. I am not indebted directly or indirectly to the estate of John G. Reading, but on the contrary the estate is indebted to me to the extent of \$25,000, being one-half of the legacy left to me."

J. D. ROMON BALDWIN ARRESTED.  
HE AND A MAN SAID TO BE J. ROMANISE BROWN HAD TROUBLE WITH A HACKMAN.

Two fashionably-dressed young men, who gave the names of James Romon and Henry Savage, were arrested before Justice Kavanaugh in the Long Island City Police Court yesterday on the charge of disorderly conduct and fined a dollar each. On being brought into court a man in the audience rose and exclaimed: "There goes J. Romon Brown and Mr. Baldwin, the son of Banker Christopher C. Baldwin, of Wall Street."

The prisoners seemed to treat their arrest as a joke. They were arrested at 1 o'clock Sunday morning in Hunter's Point, by Detective George Fitzgerald, as the result of a dispute with a cabman named Charles Vosburg. They told the court that they were members of the Meadowbrook Hunt, and had missed the last train for Hempstead. A deal was made with Cabman Vosburg to drive them to Hempstead. The cabman was to receive \$25, but wanted the money in advance. The young men offered half of it down, and the rest on arriving in Hempstead, but this would not do. The trio became pugnacious, and the result was that all three landed in the station house.

When they came to their turn to be arraigned before Justice Kavanaugh, they pleaded guilty to the charge of disorderly conduct and the fine was imposed. It was paid by a liquor seller named Gravins, of Long Island City.

It was learned last night that the man who said his name was James Romon is J. D. Romon Baldwin, a well-known New-York society man and son of Christopher C. Baldwin, the banker. "It is not my son," said the father, "but I am sure that my son is not in the city. The circumstances have been mistaken. They did nothing wrong. The truth is that this hackman agreed to take the two lads to Hempstead, and received \$10 in advance with the promise of more money when the journey was finished. They drove to the city, but the hackman stopped, refused to go any further, and tried to drive away with the money which they had paid him. Then they seized the horse and drove to the station when the policeman came up and arrested them."

THE CYRUS WAKEFIELD CARRIES A BOMB.  
DETECTIVES HUNTING FOR THE CULPRIT WHO PLACED IT THERE.

Additional facts were learned last night in regard to the sailing of the ship Cyrus Wakefield, on which a bomb was found. It is now known what disposition was made of the infernal machine. The first bomb discovered was thrown overboard by the ship's carpenter. At the present time it lies in the East River, somewhere between piers 17 and 18. The second bomb, found a week later, is still on board the vessel, which is now on her journey to San Francisco. No misfortune, however, is expected to overtake the vessel from the fact that she carries a bomb.

When the stevedores found it it was removed to the carpenter's shop of the ship. Here the matches and sandstone with which the dynamite packed away safely, to be used as evidence.

Captain Ambrose Snow and his firm, it is said, have offered to give \$10,000 to any one who will tell them where the story of the bombs originated. It is now known that Captain Morton and Steward Brown were not the only persons who left the ship when they heard of the bombs. The third mate of the ship, the second cook and one other man also refused to go on the voyage to San Francisco when she left this port. All three are still in the city.

Yesterday morning Superintendent Byrnes detailed two of his best men to investigate the case. It was early when the detectives found their appearance at the sailors' lodging-house No. 38, Burling Slip. Later some detectives from a private agency called at the same place. In each instance their quest was unsuccessful. Another attempt was made by the detectives early yesterday morning to find the man they wanted. It also failed.

The stevedores who loaded the ship are James A. Blackford & Sons. They have an office at 40, Burling Slip. They were closed last night when the detectives made their second visit.

A MISSIONARY COLLECTION DESTROYED.  
POSTON, MARCH 20 (Special).—The Rev. W. S. McKenna, district secretary of the American Baptist Missionary Union, with other officials of the societies having their offices on the upper floor of the ruined Tremont Temple, are at room 6 in the Parker House today. There were twelve rooms occupied by the missionary organizations, including the packing room and museum. All were ruined, including the valuable library. The large collection of missionary publications, many of which it will be impossible to replace, are also destroyed. One of the most valuable collections of the society was in the museum-room. It represented the work of seventy years and was in itself a reminder of the hardships and strenuous efforts of the Baptist missionaries to do good the world over, being a gathering of curios, brought by missionaries from every clime where they have been many valuable ones which could not be removed and placed in the vault every night and which are consequently a total loss.

The Evangelical Baptist Benevolent Society, the owners of the building, are now in the process of rebuilding, adding two stories to the present height of the walls. The debt on the Temple was \$155,000.

ADVISING THAT THE COTTON CROP BE REDUCED.  
WASHINGTON, MARCH 20.—Senator George, of Mississippi, who since April last, under the terms of a Senate resolution introduced by himself, has been engaged in an investigation of the causes of the agricultural depression prevailing in the cotton States, has prepared a strong address to the cotton farmers of the United States. He advises farmers to diminish their crops of cotton and to raise their own supplies in order to increase the price of cotton and exempt themselves from having to buy high-priced supplies with the scant proceeds of low-priced cotton.

DR. M'GLYNN ON HIS WAY TO NEW-YORK.  
CHARLESTON, S. C., March 20 (Special).—Dr. McGlynn, arrived here today on the way to New-York. The day was spent at the residence of Monseigneur Quigley, Vicar-general of the diocese. Dr. McGlynn is in splendid health and talked freely to the newspaper men of his impressions of the South, but refused absolutely to indicate his future movements as to his proposed visit to Rome. He said that Bishop Moore had largely interested himself in securing Dr. McGlynn's reinstatement in the office of the bishop. Dr. McGlynn left here on the fast mail at 4 o'clock this afternoon.

A UNITED STATES MARSHAL WANTED.  
TRENTON, N. J., March 20.—The New-Jersey cases in the United States Circuit Court came to the United States Marshal in the State, nor are there any deputies. This state of affairs was brought about by the fact that the term of United States Marshal Paul Deacon expired at noon today. There is no provision in the law which provides that a marshal shall hold over till his successor is appointed, and consequently Deacon and his deputies vacated their office at noon. The probabilities are that Deacon will be reappointed to serve until his successor is chosen.

CRUSHED TO DEATH BY AN ELEVATOR.  
PITTSBURGH, MARCH 20.—John Bruner, thirty-eight years old, a shipping clerk at Hamilton's music store, Fifth-ave., was crushed to death by a piano elevator this afternoon. His head was caught between the side of the elevator and a cross beam and crushed. He leaves a wife and several children.

A SHERIFF'S EXORBITANT BILL.  
JOHNSTON, N. Y., March 20.—The trial of Daniel E. Sullivan, ex-Sheriff of Fulton County, in the Supreme Court, charged with misappropriation of funds while in office, is attracting much attention. Judge Knock today admitted in evidence an alleged fraudulent bill which was offered by the attorney for the people for ten months. The ex-Sheriff's bill calls for 12,400 dollars' board for prisoners and his bill for the maintenance of same is \$6,887.70. The bill has but six cells and two dungeons, and some days the ex-Sheriff charged board for eighty-six prisoners.

IMPORTANT APPOINTMENTS.  
THREE FOREIGN MINISTERS NAMED.  
MESSRS. EUSTIS, RUMYON AND RISLEY TO BE SENT TO FRANCE, GERMANY AND DENMARK—JUDGE JENKINS TO SUCCEED JUDGE GRESHAM.

(BY TELEGRAPH TO THE TRIBUNE.)  
Washington, March 20.—President Cleveland made up somewhat for past delays by sending to the Senate this afternoon a formidable list of appointments, several of them of the first importance. The nominations were as follows:



JAMES B. EUSTIS.  
James P. Eustis, of Louisiana, to be Envoy Extraordinary and Minister Plenipotentiary of the United States to France.  
Theodore Rumyon, of New-Jersey, to be Envoy Extraordinary and Minister Plenipotentiary of the United States to Germany.  
John E. Risley, of New-York, to be Envoy Extraordinary and Minister Plenipotentiary of the United States to Denmark.  
James G. Jenkins, of Wisconsin, to be United States Circuit Judge for the Seventh Judicial Circuit.  
William D. Dabney, of Virginia, to be solicitor for the Department of State.